

Patent Claims:

1. A method of increasing the driving stability during electronically controlled braking operations in motor vehicles with rear wheels that are or can be rigidly or substantially rigidly coupled,  
c h a r a c t e r i z e d in that when a 'μ-split' driving situation is detected by the brake control unit used to perform the control tasks, the pressure modulation of the front wheel being at a low coefficient of friction and undergoing electronic control is adopted for both wheels of the rear axle without substantial changes.
2. The method as claimed in claim 1,  
c h a r a c t e r i z e d in that the adopted pressure modulation is only adapted depending on specific physical properties of the brake system, such as hydraulic differences of the front-wheel brakes and rear-wheel brakes.
3. The method as claimed in claim 2,  
c h a r a c t e r i z e d in that an adaptation is effected by differently weighting pressure increase times and pressure reduction times on the rear axle.
4. The method as claimed in at least one of the previous claims,  
c h a r a c t e r i z e d in that in parallel to the adoption of the pressure modulation, further ABS control functions which act on the rear axle are parallel active so that e.g. pressure is reduced on both rear wheels when

an unstable wheel behavior is imminent on at least one rear wheel.

5. Electronic motor vehicle brake system,  
c h a r a c t e r i z e d in that a method as claimed in  
the previous claims is performed in a microprocessor of an  
electronic brake control unit.